NINETY DAY CHECK

1504TH AAF BASE UNIT
WEST COAST WING, PACIFIC DIVISION, ATC
FAIRFIELD-SUISUN AAB, CALIFORNIA

PRECISION LOW APPROACH CHECK

PILOT GARDNER, JACK — DATE 4/8/45
RANGE DFD. — TIME 2+30
TYPE AIRCRAFT — GRADE 77

WEATHER: CAVU SMOOTH

	Value	Tolerance Allowed	ALTITUDES Prescribed	Flown	Grade
1. Initial approach altitude	2	100	5000	OK	2
2. Beam bracketing and holding Initial approach heading	-1 2	3 Brkts 10°	TOO MANY		1
3. Detected station, initial	4		35 50'		4
4. Rate of descent	2	200'/Min	500	600	2
5. Altitude prior to turn	2	50'	3000	3050	2
6. Airspeed	(2)	5 MPH	140	150 155	0
7. Procedure turn headings	2	5°	164/345	OK	2
8. Altitude procedure turn	-1 2	50'	3000	2900	1
9. Airspeed during turn	(2)	5 MPH	140	130 140	0
10. Rate of descent	-1 2	200'/Min	500	0 500	1
11. Altitude, return to station	5	0'	—		5
12. Bracketing and riding beam Return to station heading	(5)	3 Brkts 5° LEG	WENT THROUGH IN 1 MIN.		0
13. Airspeed	(2)	5 MPH	140	150	0
14. Detected station, final	-4 8		SLOW.		4
15. Altitude over station	-2 8	0'	1000	980	6
16. Rate of descent	4	100'/Min	500	OK	4
17. Airspeed	-4	5 MPH	140	146	2
18. Heading, station to field	-2 8	5°	210°	218	6
19. Timing, station to field	-2 8	5 sec.	2	FAIR	6
20. Altitude over field	10	0'	500	OK	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	-4 8	SIGNALS ?			4

REMARKS: NO FLAPS OR GEAR UNTIL PROCEDURE TURN, OVER SHOT LEG BADLY ON PRO TURN SEE PLATE.

6. Airspeed	(2)	5 MPH	140	150 155	0
7. Procedure turn headings	2	5°	164 345	O/C	2
8. Altitude procedure turn	~~1~~ 2	50'	3000	2900	1
9. Airspeed during turn	(2)	5 MPH	140	130 140	0
10. Rate of descent	~~1~~ 2	200'/Min	500	0 500	1
11. Altitude, return to station	5	0'	—		5
Bracketing and riding beam 12. Return to station heading	(5)	3 Brkts 5° LEG	WENT THROUGH IN OPP ① 1 MIN.		0
13. Airspeed	(2)	5 MPH	140	150	0
14. Detected station, final	~~0~~ 8			SLOW.	4
15. Altitude over station	~~2~~ 8	0'	1000	980	6
16. Rate of descent	4	100'/Min	500	OK	4
17. Airspeed	~~2~~ 4	5 MPH	140	1.6H	2
18. Heading, station to field	~~2~~ 8	5°	210°	218	6
19. Timing, station to field	~~2~~ 8	5 sec.	2	FAIR	6
20. Altitude over field	10	0'	500	O/C	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	~~2~~ 8	SIGNALS N			4

REMARKS: NO FLAPS OR GEAR UNTIL PROCEDURE TURN, OVER SHOT LEG BADLY ON PRO TURN SEE PLATE.

10-23

Frank C. Kerry
CHECK PILOT

FORM #38

2/1/45

ADF PRECISION LET DOWN

PILOT *GARDNER* DATE *4-8-45*

RANGE OR BEACON *DHF* TIME

TYPE AIRCRAFT *C-540* GRADE *66*

WEATHER *CAVU SMOOTH (NIGHT)*

	Value	Tolerance Allowed	Altitudes Prescribed	Flown	Grade
1. Initial Approach Altitude	-(2)	100'	3000	2900	0
2. Initial Approach Heading	-(2)				0
3. Detected Station, Initial	2	10			2
4. Outbound Heading	3		315°		3
5. Altitude Prior to Turn	-(3)	50'	3000	3200	0
6. Airspeed	-(3)	5 MPH	140	150 147	0
7. Time to Turn	4			OK	4
8. Procedure Turn Headings	3	5°	0° 180°	0°	3
9. Altitude, Procedure Turn	(3)	50'	3000	3100	0
10. Airspeed During Turn	(3)	5 MPH	140	125 155	0
11. Rate of Descent	3	200'/Min	500	500	3
12. Altitude, Return to Station	(5)	50'	2500	3000	0
13. Heading, Return to Station	5		OK		5
14. Airspeed	(3)	5 MPH	140	140 155	0
15. Detected Station, Intermediate	-1 3				2
16. Altitude Over Station	(5)	50'	2500	3000	0
17. Rate of Descent	4	100'/Min	500	1600	4
18. Airspeed	4	5 MPH	140	145	4
19. Out Bound Heading	4		120	FAIR	4
20. Time to Turn	-2 5		FAIR		3
21. Inbound Heading	5		285°	OK	5
22. Detected Station, Final	5			OK	5
23. Altitude Over Station	5	0'	500	500	5
24. Turn to Field	5			OK	5
25. Pull Out	2				2
26. Signal (Needle Reaction)	3				3
27. Knowledge of Procedure	-2 3				1

[illegible] Approach Very Poor. NO FLAPS OR GEAR UNTIL OVER FLD.

4. Outbound Heading	3		315		3
5. Altitude Prior to Turn	-3	50'	3000	3200	0
6. Airspeed	-3	5 MPH	140	150 147	0
7. Time to Turn	4			OK	4
8. Procedure Turn Headings	3	5°	0° 180°	0°	3
9. Altitude, Procedure Turn	3	50'	3000	3100	0
10. Airspeed During Turn	3	5 MPH	140	145 155	0
11. Rate of Descent	3	200'/Min	500	500	3
12. Altitude, Return to Station	5	50'	2500	3000	0
13. Heading, Return to Station	5		OK		5
14. Airspeed	3	5 MPH	140	140 155	0
15. Detected Station, Intermediate	-3				2
16. Altitude Over Station	5	50'	2500	3000	0
17. Rate of Descent	4	100'/Min	500	6000	4
18. Airspeed	4	5 MPH	140	145	4
19. Out Bound Heading	4		120	FAIR	4
20. Time to Turn	-5			FAIR	3
21. Inbound Heading	5		285°	OK	5
22. Detected Station, Final	5			OK	5
23. Altitude Over Station	5	0'	500	500	5
24. Turn to Field	5			OK	5
25. Pull Out	2				2
26. Signal (Needle Reaction)	3				3
27. Knowledge of Procedure	-3				1

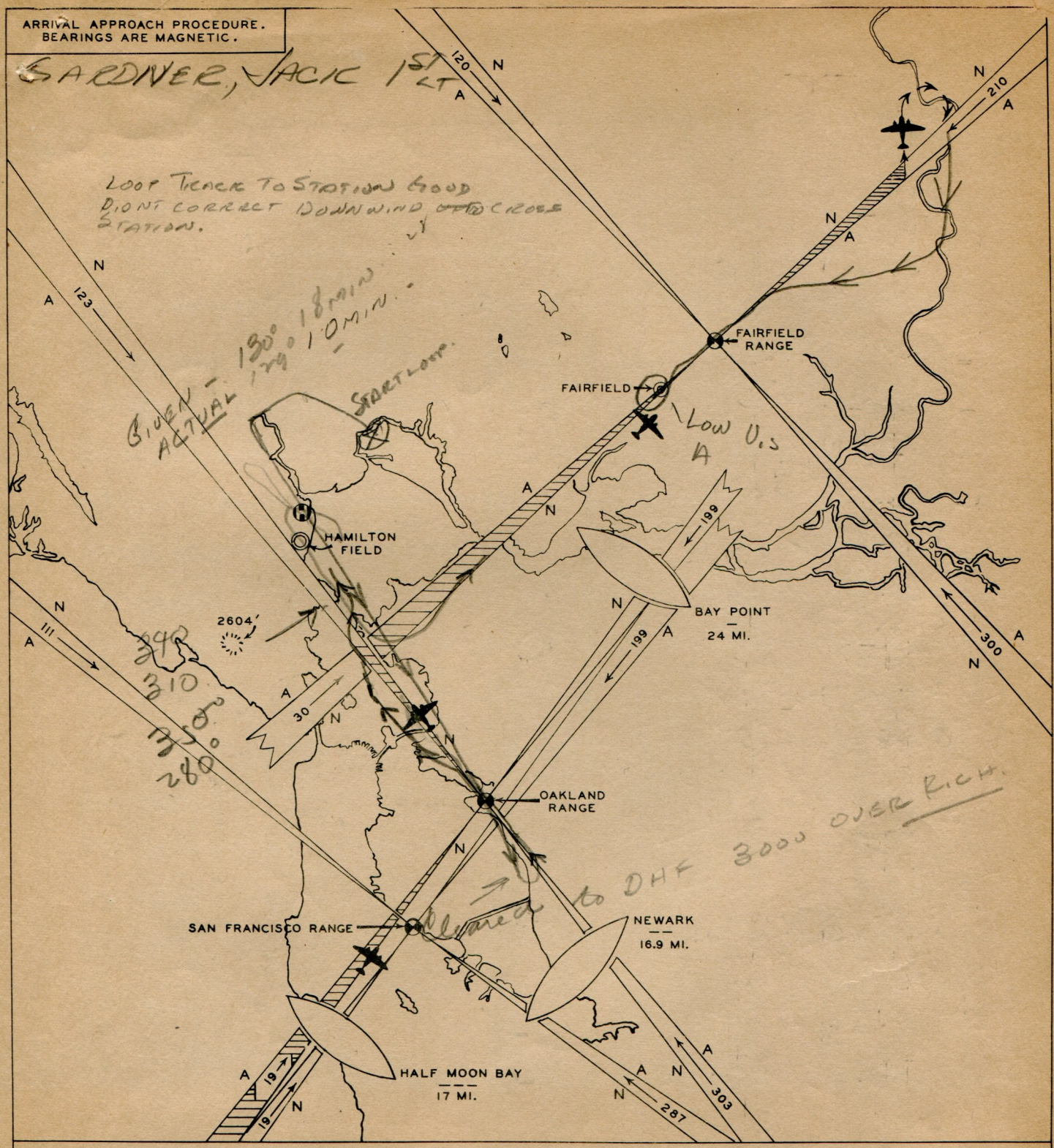
INITIAL APPROACH VERY POOR. NO FLAPS OR GEAR UNTIL OVER FLD. NO CKLIST UNTIL LOW CONE. TECHNIQUE NOT SATISFACTORY UNDER SIM. INST CONDITIONS.

Ralph C. Keary

CHECK PILOT

ARRIVAL APPROACH PROCEDURE.
BEARINGS ARE MAGNETIC.

GARDNER, JACK 1ST LT A



STATION	IDENT.	RANGE FREQ.	TOWER FREQ.
SAN FRANCISCO	SF	227 KC.	269 KC.
OAKLAND	OA	335 KC.	278 KC.
FAIRFIELD	DFA	248 KC.	272 KC.
HAMILTON	DHF	528 KC.	219 KC.

HAMILTON FIELD LINK TRAINER DEPT.

1/26/45

ISOLATION AAF BASE UNIT
WEST COAST WING, PACIFIC DIVISION, ATC
FAIRFIELD-SUISUN AAB, CALIFORNIA

FINAL REPORTS - PILOTS

4/8/45
DATE

PILOT GARONER JACK RANK 1ST LT ASN

	Instructor's Grade	Check Pilot's Grade
1. Visual Inspection and cockpit check.		B
2. Starting, Taxi, and run-up.		B+
3. Take-off and climb.		C
4. Approach and landings.		C+
One or more engines inoperative.		
5. Approach and land.		—
6. Complete Instrument Check (AAF 50-3)		
a. General Airwork		B
b. Instrument Take-off ~~or Take-off~~ Ceiling		B-
c. ADF Let Down		D
d. Loop orientation		C
~~Range orientation and~~ let down e. (Precision check).		D
f. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Use of Check-List		B+
10. Radio Navig., Radio Fixes.		B+
FINAL GRADE		D

REMARKS: INST TA. SLOW GETTING ENG SPEED, PULLED SHIP OFF TO SOON. APPROACHES (LANDING) DIDN'T CONFORM WITH STAND! DID NOT PLAN AHEAD ON EITHER LET DOWN LOW VIS APPROACH POOR. JUST WASN'T USING OLD GREY MATTER ON THIS CHECK.

RECOMMENDATIONS: COMPLETE RECHECK AS SOON AS POSSIBLE.

INSTRUCTOR CHECK PILOT Ralph C Henry Capt A.C.

GRADES:
A - Above average
B - Average
C - Below Average
D - Unsatisfactory

2. Starting, Taxi, and run-up.		B+
3. Take-off and climb.		C
4. Approach and landings.		C+
One or more engines inoperative.		
5. Approach and land.		
6. Complete Instrument Check (AF 50-3)		
a. General Airwork		B
b. Instrument Take-off ~~or Take-off~~ Ceiling		B-
c. ADF Let Down		D
d. Loop orientation		C
~~Range orientation~~ and let down e. (Precision check).		D
f. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Use of Check-List		B+
10. Radio Navig., Radio Fixes.		B+
FINAL GRADE		D

REMARKS: INST TA. SLOW GETTING ENG SPEED. HULED SHIP OFF TO SOON. APPROACHES (LANDING) DON'T CONFORM WITH STAND') DID NOT PLAN AHEAD ON EITHER LET DOWN LOW VIS APPROACH POOR. JUST WASN'T USING OLD GREY MATTER ON THIS CHECK.

RECOMMENDATIONS: COMPLETE RECHECK AS SOON AS POSSIBLE.

INSTRUCTOR _____ CHECK PILOT Ralph C. Henry Capt AC

GRADES:

A - Above average
B - Average
C - Below Average
D - Unsatisfactory

FORM #37

6 hrs link + Recheck IAW